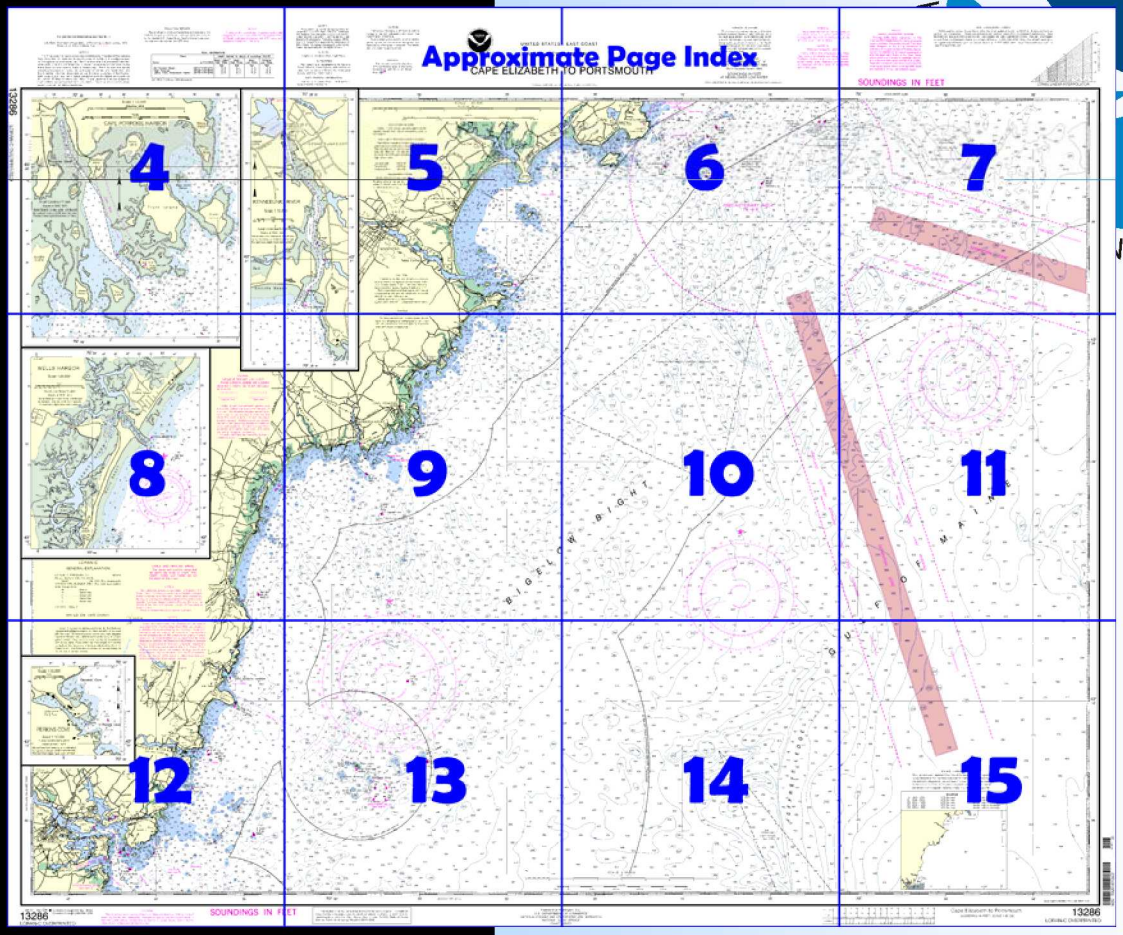
BookletChart™

Cape Elizabeth to Portsmouth

(NOAA Chart 13286)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

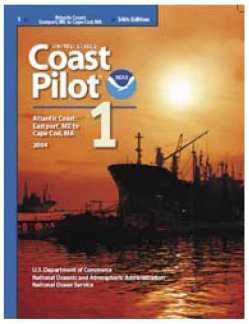
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 9 excerpts]

(63) **Little River** and **Batson River** empty into Goosefare Bay. Both are used by small pleasure craft. There are no facilities in Little River.

(65) **Stage Island Harbor**, 6.7 miles southwestward of Wood Island Light, is a small slough used by small local craft. The entrance is about 75 yards wide between the reefs making northward from **Cape Island** and southward from **Little Stage Island;** it is not safe for strangers.

(66) **Cape Porpoise Harbor**, about 7.5 miles southwestward of Wood Island Light, is a safe and protected harbor. It is ideal for the many fishing and pleasure craft that base there. It is midway between Portsmouth and Portland and is often a welcome haven for cruising craft caught in a blow on this stretch of coast.

(72) Cape Porpoise Harbor is entered by a dredged channel that leads from the entrance to a combined channel and anchorage to the town wharf, and thence through Porpoise Cove to the head of the harbor. In October 1992, the controlling depths were 14 feet in the entrance channel, thence 7 to 10 feet in the combined channel and anchorage to the town wharf, and thence 5 feet to the head of the harbor.

(73) The anchorage basin is usually occupied by local fishing and pleasure craft. The holding ground is good, and a hole can usually be found to drop anchor in.

(77) The principal hazards in approaching and entering are the numerous lobster pot buoys, which are in the channel and outlying waters in the summer. Care should be taken to avoid these, especially at night or during periods of low visibility.

(79) Ice, provisions, and marine supplies can be obtained in or on order from the village. A telephone is on the dock.

(82) **Turbats Creek**, westward of Paddy Creek, has several private landings and considerable small-craft activity, but no service facilities.

(85) Near the head of the cove, west of the point, is a stone breakwater behind which is a town float landing. Local pleasure craft moor in the cove, and the reported depth at the landing is 8 feet. There are no facilities.

(87) **Kennebunk River**, about 2.5 miles southwestward of Goat Island Light, is the approach to the popular summer resort and yachting center of **Kennebunkport.**

(90) A dredged channel leads from the sea to a point about 60 yards below the highway bridge at Kennebunkport, about 1 mile above the jetties. In October 2000-January 2001, the midchannel controlling depth was 3.3 feet to the upstream limit of the project. Greater depths may be had using care and local knowledge. Buoys and daybeacon mark the channel. It is reported that the entrance channel between the jetties is subject to frequent change.

(91) There are two dredged 6-foot anchorages, one on each side of the river channel, 0.3 and 0.4 mile north of the town wharf. Many moorings are maintained on the river.

(99) The best time to make the passage upriver is just after low water on a rising tide when the mudflats are still visible.

(104) Small pleasure and fishing craft secure to moorings placed wherever there are sufficient depth and swinging room in the river. The Kennebunkport **harbormaster** can be contacted through the local police department.

(105) There are several marinas and boatyards on both sides of the Kennebunk River. Most of these facilities can provide gasoline, diesel fuel, water, ice, and marine supplies, and some can make hull, engine, and electrical repairs.

(106) Marine supplies and provisions can be obtained in Kennebunkport.

(111) **Wells Harbor**, about 6 miles west-southwestward of Goat Island Light, is used by local fishing and pleasure craft. **Webhannet River,** which flows into Wells Harbor from the southward, has no services. The harbor is protected at the entrance by two jetties marked by lights.

(112) A dredged channel leads from the sea through the jetties to an anchorage basin about 0.5 mile above the jetties. In November-December 2001, the controlling depth was 5.8 feet in the jettied entrance channel, thence 6 feet to Buoy 4, thence 4.2 feet in the channel to the Town Landing along the west side of the anchorage basin, and 2.7 feet in the channel on the east side of Wells Harbor leading to the settling basin; the anchorage and settling basins bare. The channel is marked by a buoy and daybeacons to the anchorage basin. It is reported that even during a moderate sea, swells break across the entrance and make entry hazardous; the south jetty should be favored.

(113) There are town piers and small-craft launching ramps on both the east and west sides of the anchorage basin at Wells Harbor. The pier on the east side has a depth of about 6 feet reported alongside its float landing, but no services. The pier on the west side has a depth of about 10 feet reported alongside its float landing; gasoline, diesel fuel, and water are available.

Table of Selected Chart Notes

Corrected through NM Mar. 20/04
Corrected through LNM Mar. 2/04

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid, west zone, is indicated by dashed ticks at 3,000 foot intervals. The last three digits have been omitted.

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid, west zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits have been omitted.

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid, west zone, is indicated by dashed ticks at 1,000 foot intervals. The last three digits have been omitted.

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid, west zone, is indicated by dashed ticks at 2,000 foot intervals. The last three digits have been omitted.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HEIGHTS
Heights in feet above Mean High Water.

CABLE AND PIPELINE AREAS
The cable and pipeline areas that fall within the limits of charts Nos. 13287, 13283, and 13285 are not repeated on this chart.

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Mercator Projection
Scale 1:80,000 at Lat. 43° 18'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.306" northward and 1.818" eastward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.55 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WXJ-40	162.40 MHz

NOTE C
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

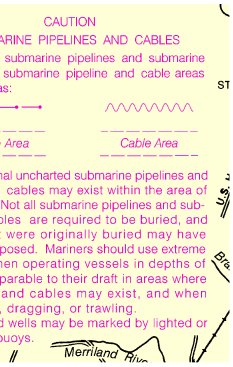
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.



NOTE D
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

enticus

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Old Orchard Beach	(43°31'N/70°22'W)	9.6	9.1	0.3	-3.5
Cape Porpoise	(43°22'N/70°26'W)	9.5	9.0	0.3	-3.5
Jaffrey Point, Portsmouth Harbor	(43°03'N/70°43'W)	9.5	9.0	0.3	-3.5

(Jun 2001) Latest available information

For Symbols and Abbreviations see Chart No. 1

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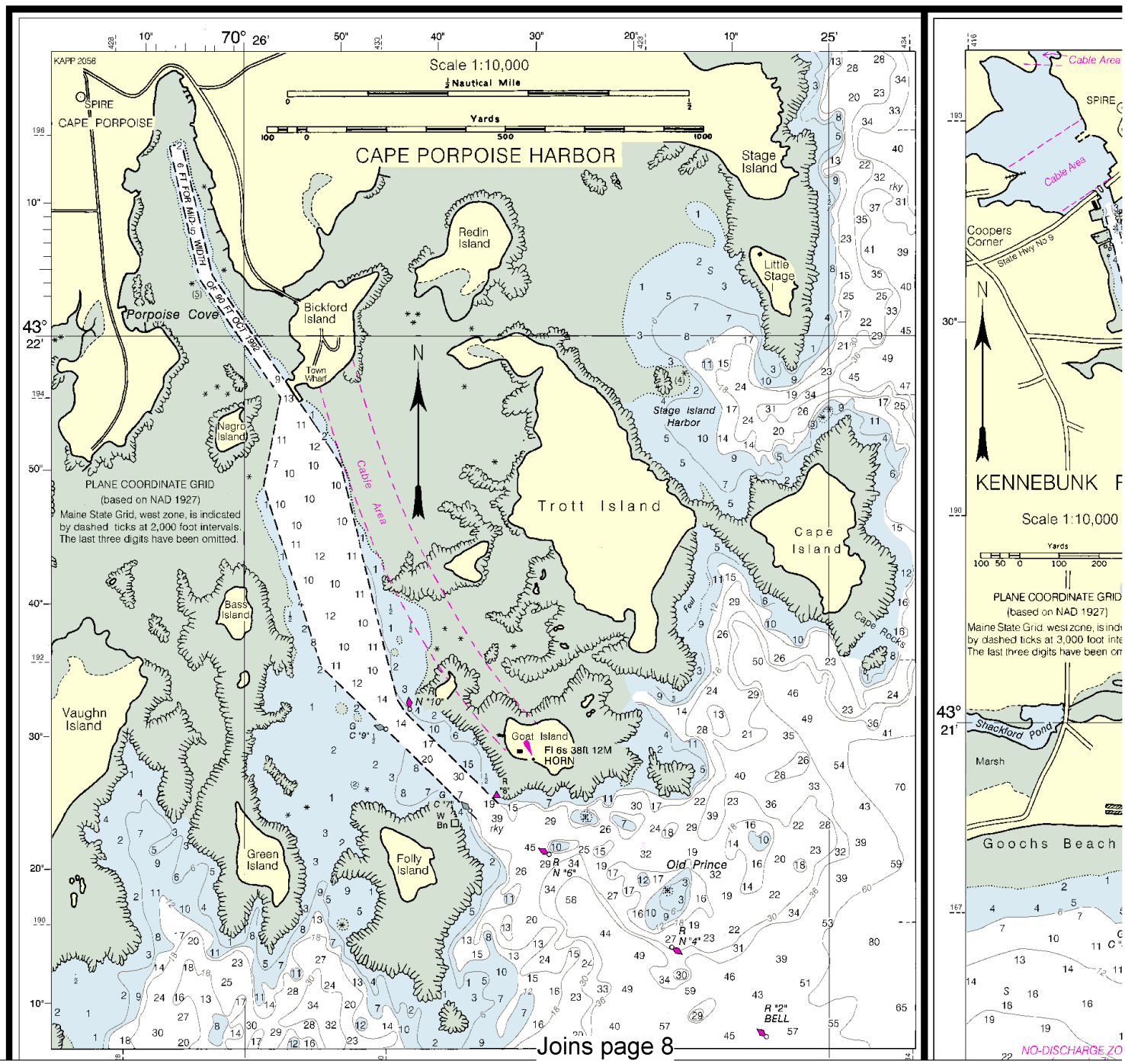
Jeffrey Point, Portsmouth Harbor	(43°03'N/70°43'W)	9.5	9.0	0.3	-3.5

(Jun 2001) Latest available information



Joins page 8

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

North

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES -

MAINE - NEW H

CAPE ELIZABETH T

Formerly C&GS 1205 1st Ed., June

70° 28' 30"

25'

20'

SCALE 1:80,000

Nautical Miles

Yards

AIDS TO NAVIGATION

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NOAA WEATHER RADIO BROADCASTS

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not oper to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

S - EAST COAST

V HAMPSHIRE

TO PORTSMOUTH

Ed., June 1915 G-1950-754 KAPP 2055

HORIZONTAL DATUM

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Mercator Projection
Scale 1:80,000 at Lat. 43° 18'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

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NOTE B
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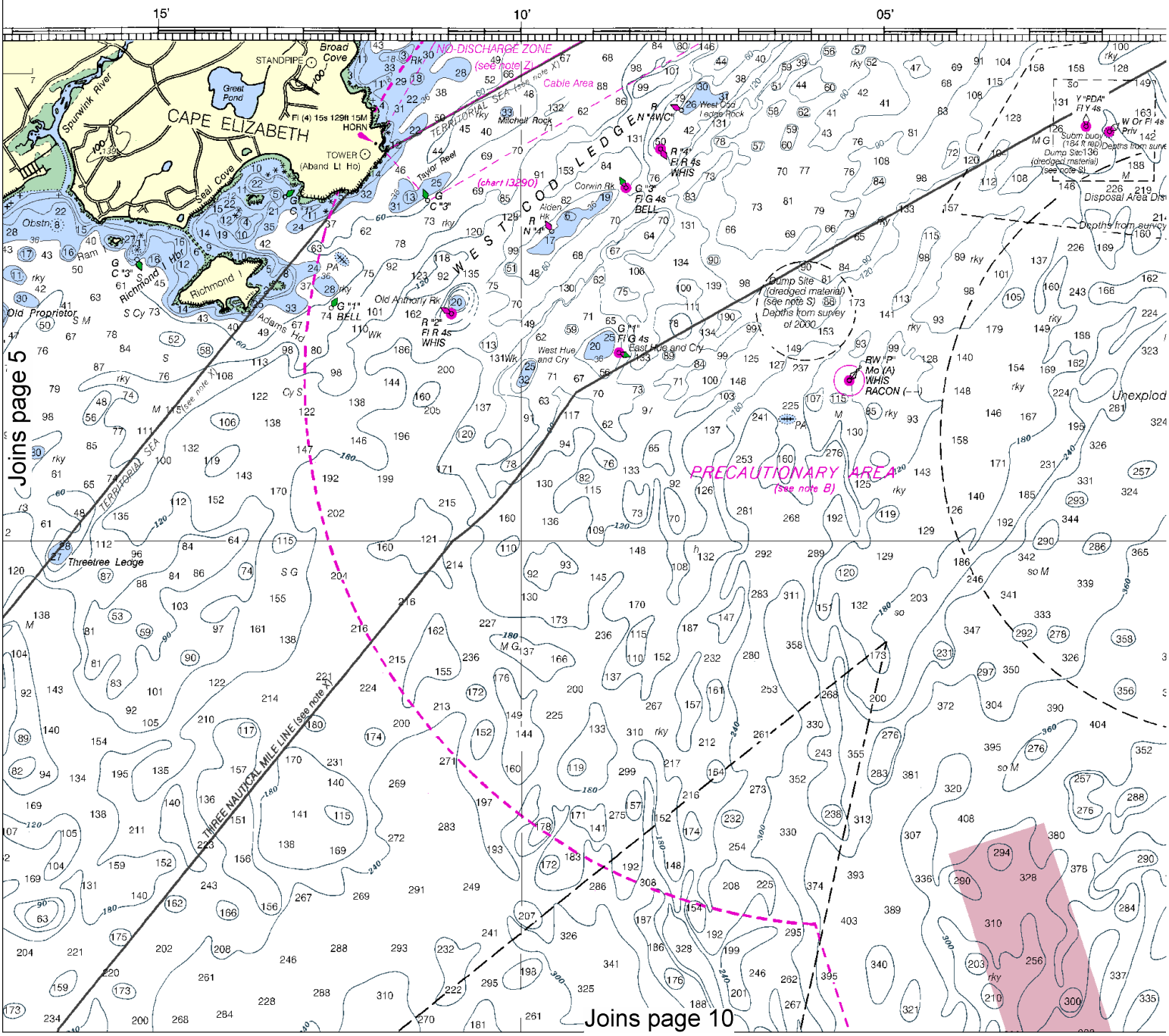

6

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

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navigating

NOTE C

TRAFFIC SEPARATION SCHEME

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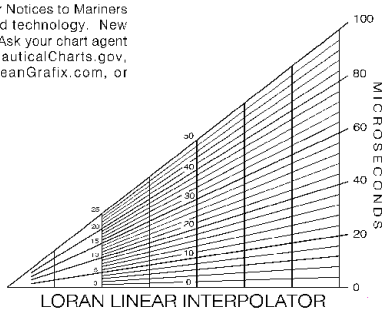
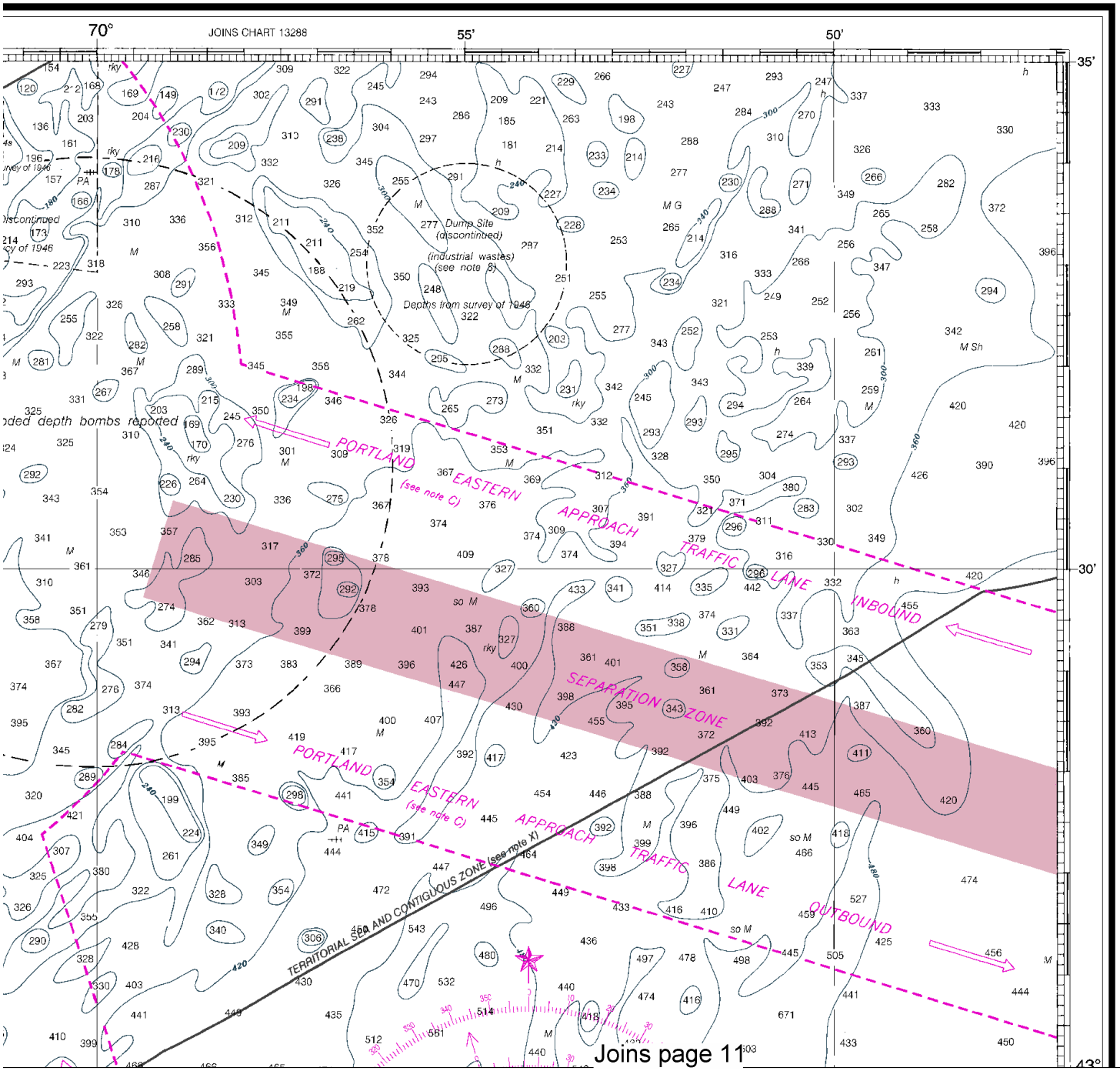


LORAN LINEAR INTERPOLATOR

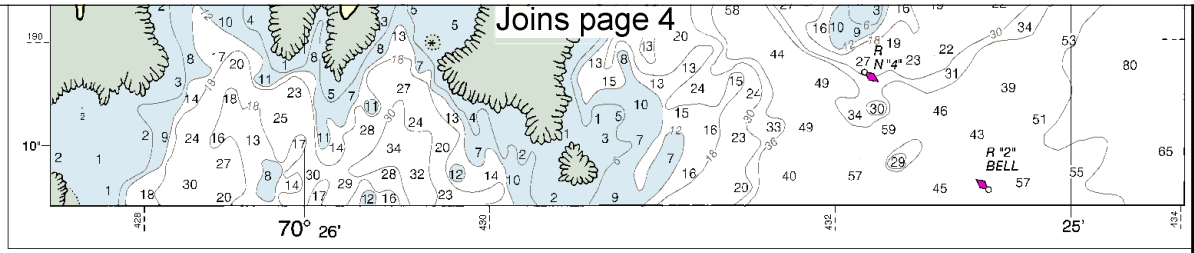
SOUNDINGS IN FEET

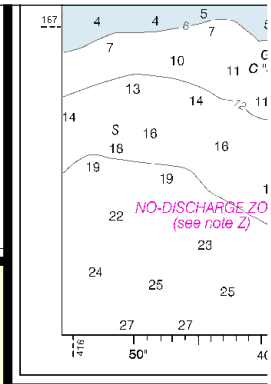


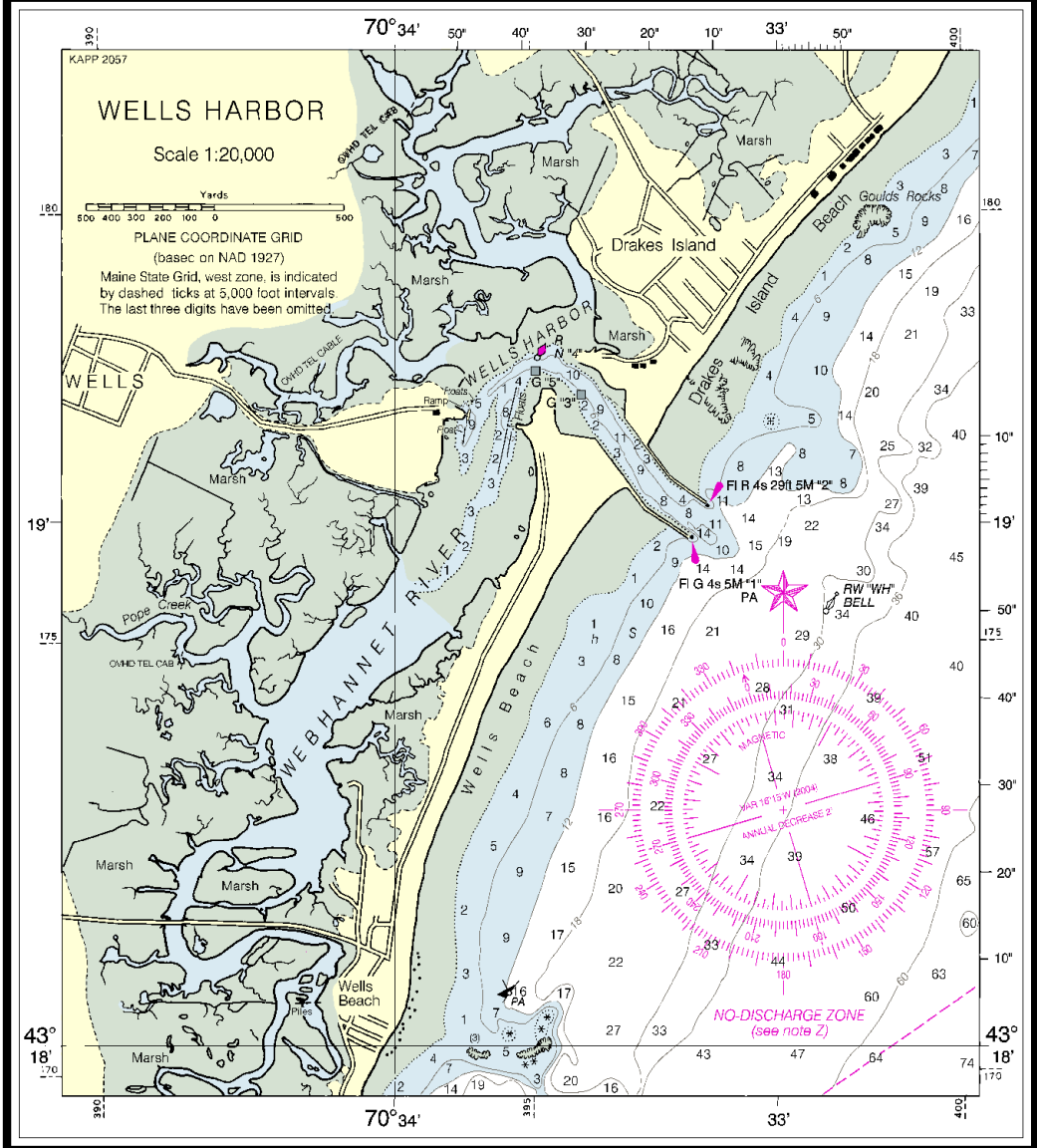
Joins page 11

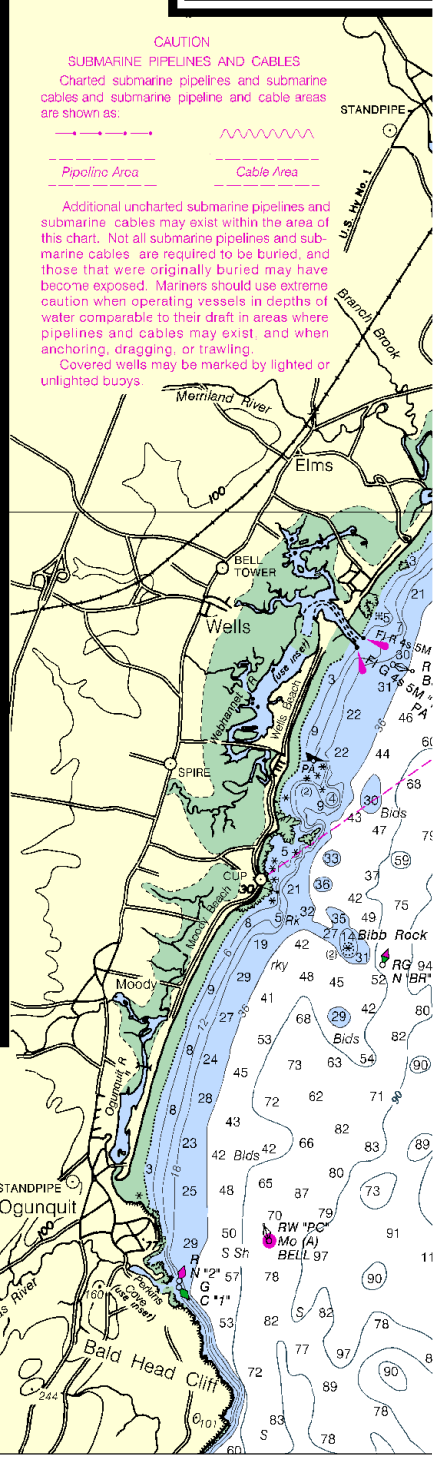
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4









LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used

CABLE AND PIPELINE AREAS

The cable and pipeline areas that fall within the limits of charts Nos. 13287, 13283, and 13285 are not repeated on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohib
untreat

Joins page 12

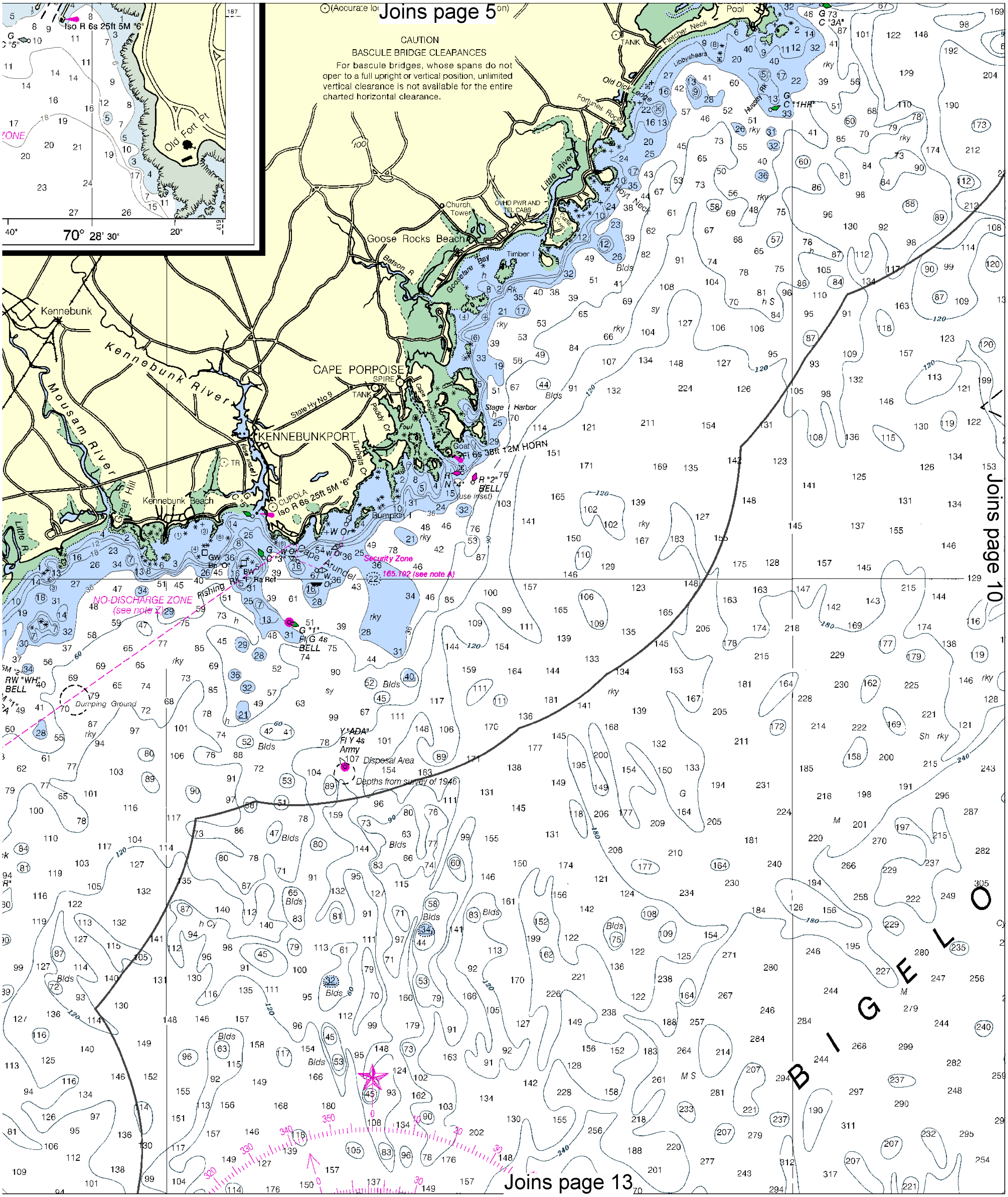
wage, treated or
s with an installed

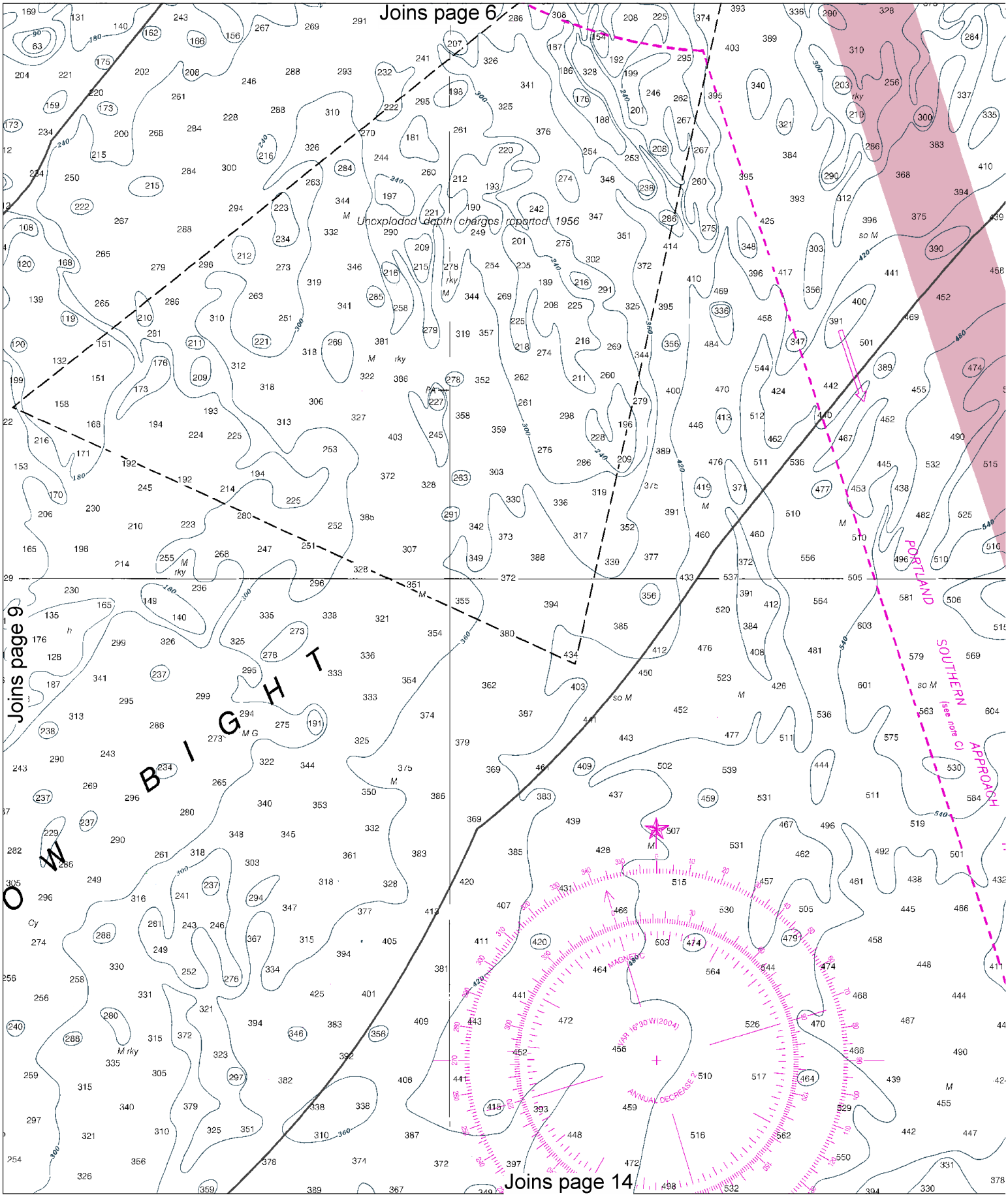
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
Joins page 10
Joins page 13
70° 28' 30"
Old Fort Pt
Kennebunk
Kennebunk River
Mousam River
KENNEBUNKPORT
CAPE PORPOISE
Goose Rocks Beach
Kennebunk Beach
Great Hill
Little River
Batson R
Goosefare Bay
Timber I
Fletcher Neck
Old Dick Ledge
Fortunes Rocks
Hoyt Neck
Libbyshears
Hussey Rk
Church Tower
OVHD PWR AND TEL CABS
State Hy No 9
Stage Harbor
Goat I
Fl 6s 38ft 12M HORN
R "2" BELL
Bumpkin I
Cape Arundel
CUPOLA
Iso R 6s 25ft 5M "6"
Security Zone
165.102 (see note A)
NO-DISCHARGE ZONE (see note Z)
Fishing Rk
G "1" Fl G 4s BELL
RW "WH" BELL
Dumping Ground
Y "ADA" Fl Y 4s Army
Disposal Area
Depths from survey of 1946
Turbats Cr
Paddy Cr
B I G E L O



North

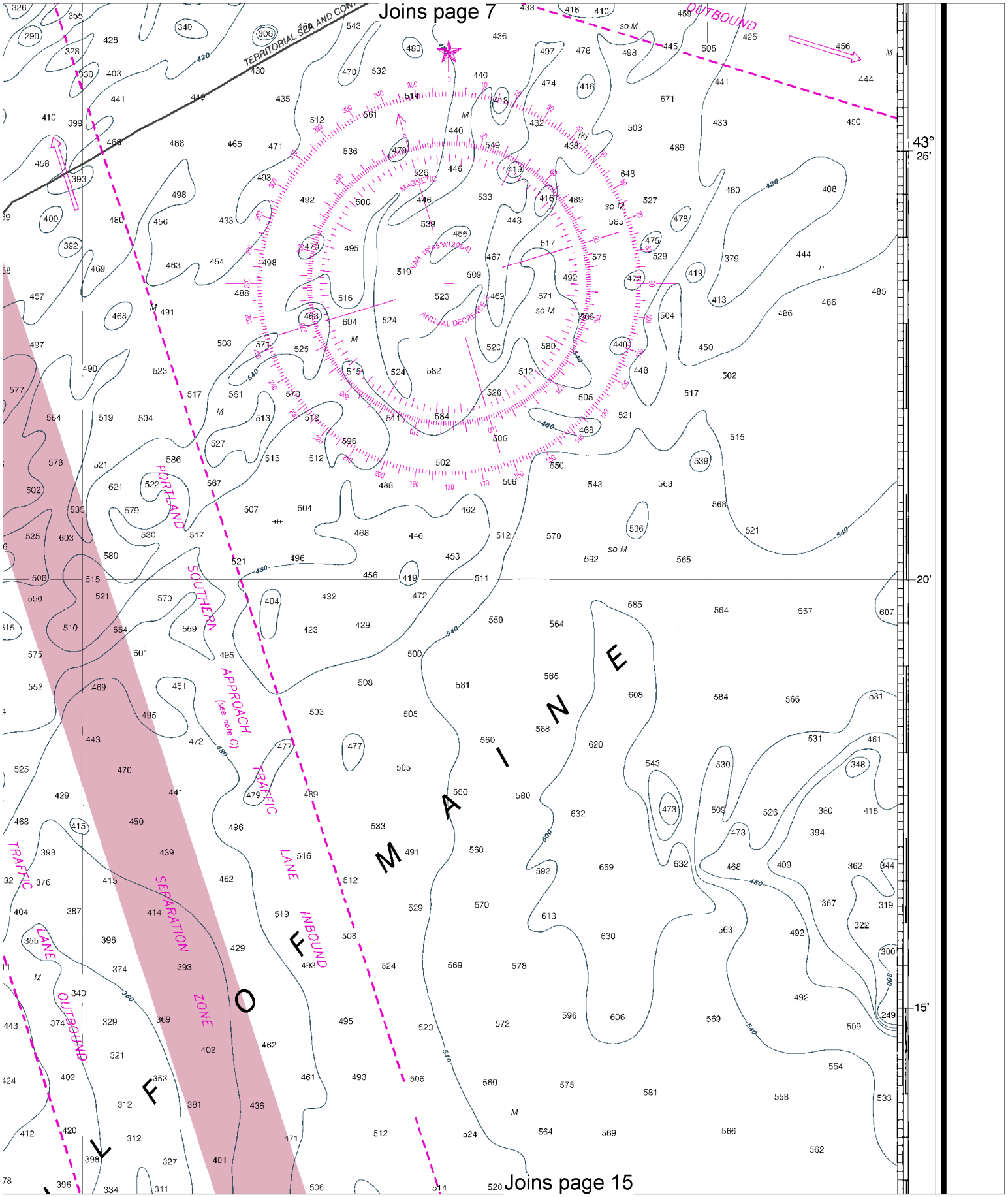
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

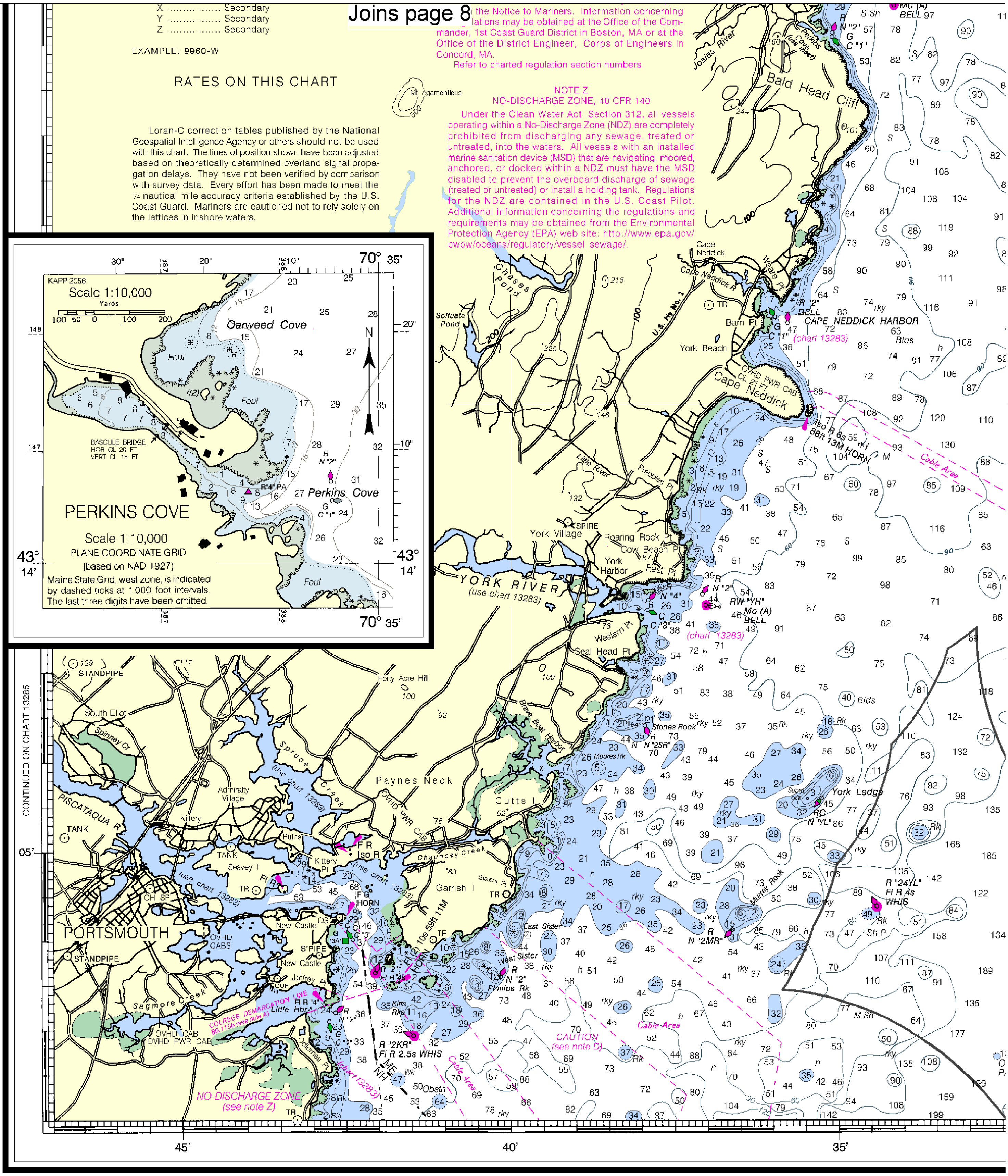
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
TERRITORIAL SEA AND CONT
OUTBOUND
MAGNETIC
VAR 16°15'W(2004)
ANNUAL DECREASE
PORTLAND
SOUTHERN APPROACH
(see note C)
TRAFFIC LANE
SEPARATION ZONE
INBOUND
OUTBOUND
TRAFFIC LANE
OFF MAINE
43° 25'
20'
15'
Joins page 15

Joins page 8



30th Ed., Mar./ 04 ■ Corrected through NM Mar. 20/04
Corrected through LNM Mar. 2/04

13286

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

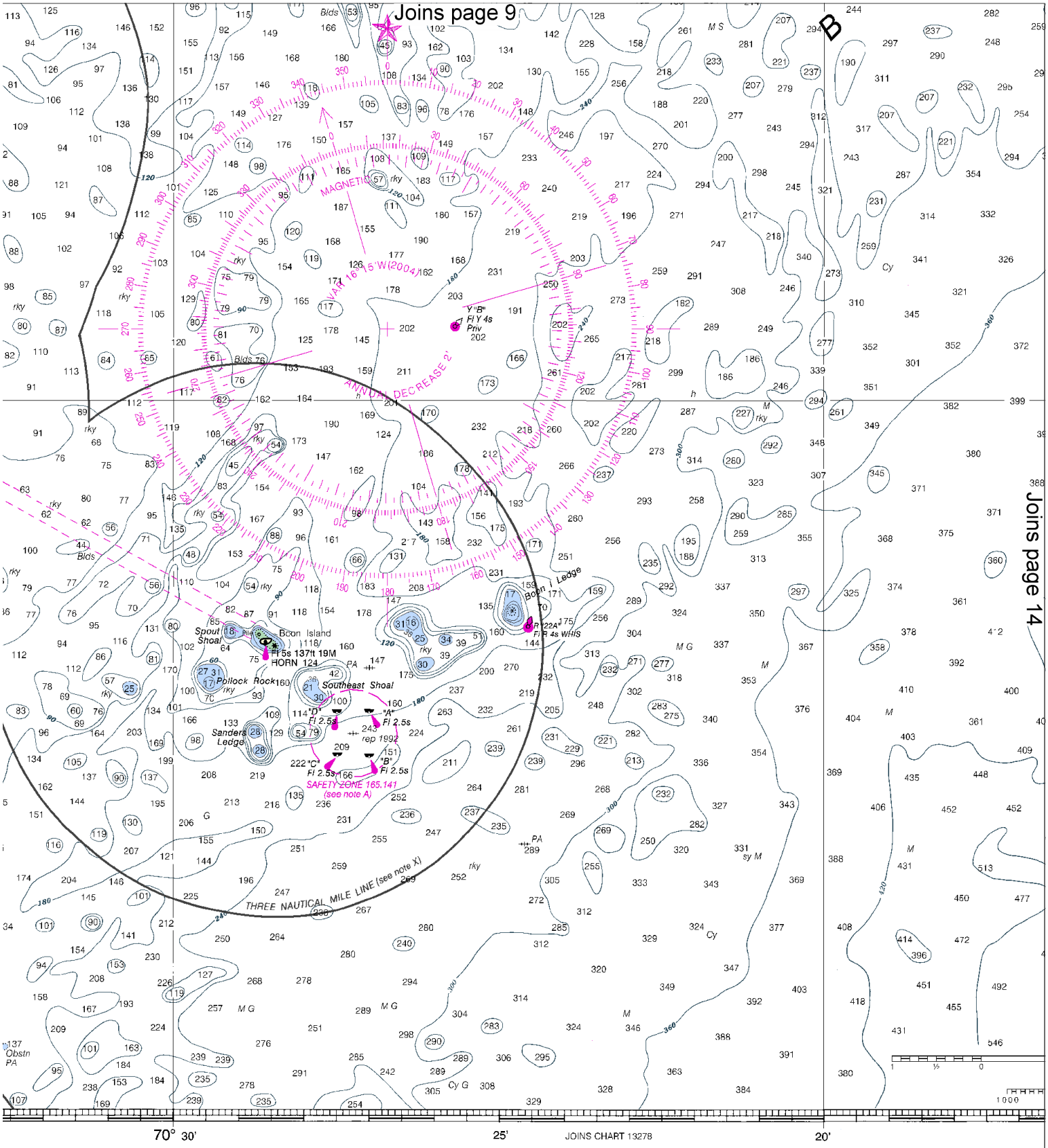
SOUNDINGS IN FE

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

North



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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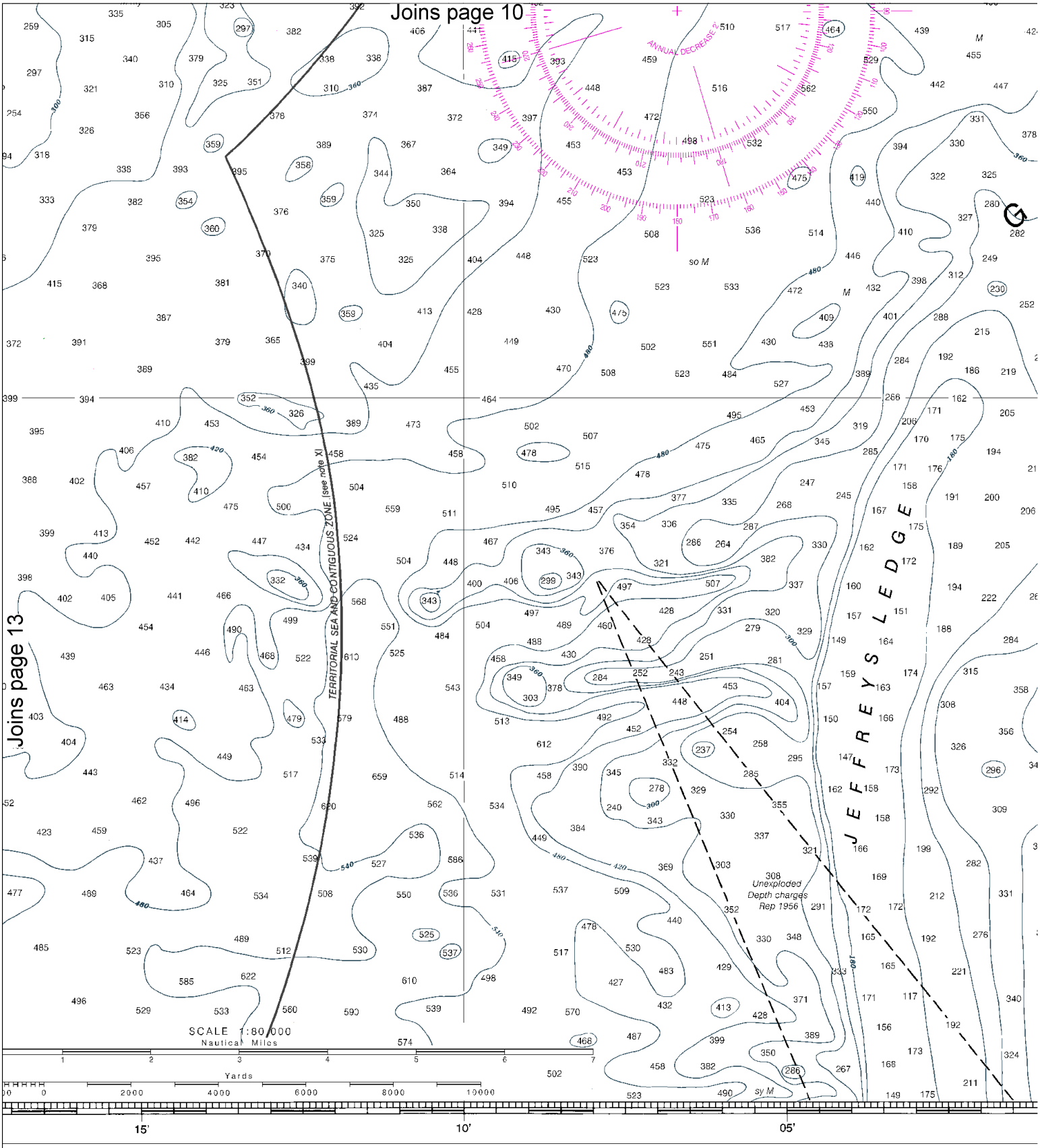


Washington, D.C.
ENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
ST SURVEY

FATHOMS	
FEET	
METERS	1

North

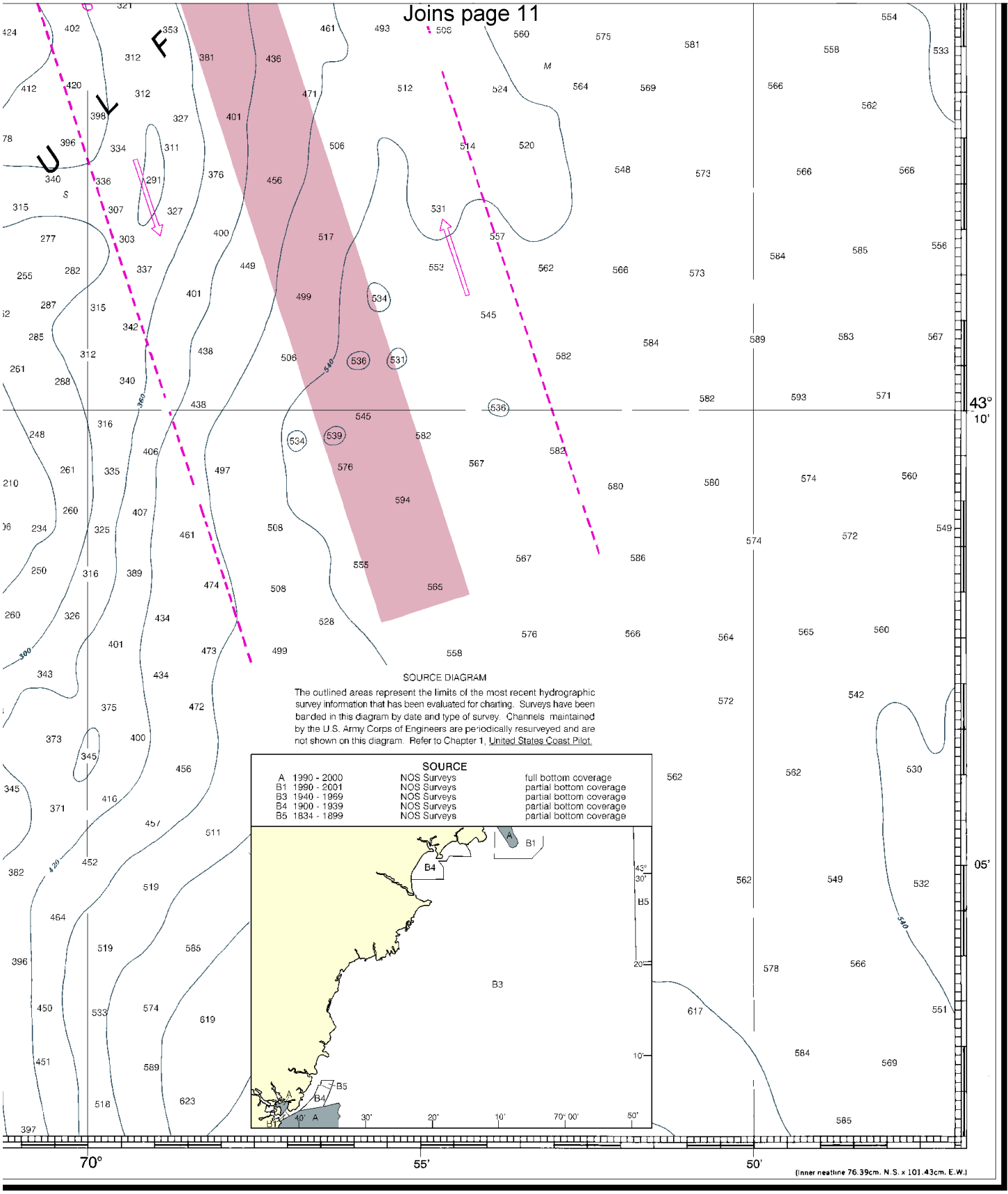
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 11



Cape Elizabeth to Portsmouth

SOUNDINGS IN FEET - SCALE 1:80,000

13286

LORAN-C OVERPRINTED

EC NO. 30

NSN 7642014010422

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Portland – 978-283-0705
Coast Guard Portsmouth Harbor – 603-436-4414
Coast Guard South Portland – 207-767-0363/0303
Maine Marine Patrol – 207-657-3030
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.